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A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.
Hongkong, 28th July, 1903.

NOTICE TO CORRESPONDENTS.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
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The Daily Press.

HONGKONG, AUGUST 3RD, 1903.

It is disappointing to learn from the annual report of the Superintendent of the Botanical and Forestry Department that the attempts which have been made to grow cotton in the New Territory have signally failed. When a few years ago the British Cotton Growing Association was formed with the object of extending the growth and cultivation of cotton in British Colonies, Dependencies and Protectorates, the movement was warmly supported in all the tropical Colonies, no less in Hongkong than elsewhere. It was at the suggestion of the Chamber of Commerce that the Legislative Council voted a small sum to meet the expense of distributing cotton seed and plants to suitable farmers, and the Chamber expressed the opinion that if successful results were obtained, other farmers would readily realise the advantages to be gained by turning their attention to the production of cotton. In the opinion of the Chamber of Commerce, if cotton could be successfully grown in the New Territory, the possibilities of extending the cotton manufacturing industry of this Colony would be very great. It would add materially to the wealth of the community, while it was anticipated that a ready sale would be found for any surplus. Great interest therefore attached to the experiments which Mr. Dunn began to make in the New Territory. He recognised at the start that the most important question bearing upon the possibility of successful cotton cultivation in the province of Kwangtung was the question of climate, but as in the cotton-growing districts both in Central China and Northern India the conditions appeared to approach those of

Kwangtung, the experiment seemed to be worth making in the New Territory. "One of the best cotton-growing districts in the United Provinces (North West Provinces) of India," wrote Mr. Dunn in 1904, "has a climate very similar to that of Hongkong." But now after three years' trials under various conditions and with seeds from different countries, Mr. Dunn says, it has to be admitted that cotton in this climate is a failure, though the expression of a hope in his report that "it will be the last time that this Department is called upon to try to introduce crops of this kind among the Chinese," would seem to suggest that the conservatism of the Chinese farmer is as great an obstacle as the climate. When the experiment was commenced, Mr. Dunn opined that a large proportion of the ten thousand acres then under cultivation in the New Territory would be suitable for cotton cultivation, but as a result of the experiments made during the last three years he has come to the conclusion that the ground capable of growing crops in the New Territory is very scarce and is already almost completely occupied with food crops necessary for the villages. "It is probably now generally understood," he adds, "that only crops suitable to very poor soil or crops of exceptionally high value are worth experiment here with a view to introduction into the agriculture of the New Territories."

The effort to improve the sugar crops has also failed. Several kinds of improved varieties of sugar cane were imported and distributed to the farmers, and although they proved, in the few cases of which details could be obtained, to yield much superior crops to those usually grown, "there has been a curious failure on the part of the Chinese to understand the advantage of substituting them, or perhaps a lack of energy to grasp the opportunity offered." So far as the Superintendent of the Botanical and Forestry Department is aware, all the stock issued by the Department during the last five years has been allowed to die out, with the exception of that grown on the Castle Peak Farm. It would be interesting to learn what was done to stimulate "energy to grasp the opportunity offered." In the letters of the Chamber of Commerce with regard to the suggested experiments in the cultivation of cotton, the stress was laid on the advisability of offering prizes for successful cultivation to stimulate interest. If the soil and climate are both unfavourable to cotton growing, it would have availed but little to offer prizes, but in the case of the sugar cane, which was proved to yield much superior crops to those usually grown, it is not unlikely that, if fairly substantial prizes had been offered for the best results, it would have appealed strongly to the Chinese cultivators, and might have saved the new stock from dying out. That the experiments in cotton growing and in improving the sugar crops have both failed is very disappointing and discouraging.

To-day is the birthday of King Haakon VII of Norway.

The prospects for the holiday to-day are not very favourable.

The German Mail of the 2nd July was delivered in London on the 31st July.

Dr. Amos P. Wilder, the American Consul-General, left for Manila on Saturday.

The full reports of the Typhoon are not published in the "Hongkong Weekly Press" which is obtainable this morning.

The King's exequiaries empowering Mr. K. R. von Wieser to be Consul for Austria-Hungary at Hongkong, and Mr. C. Friedland to be Consul for Denmark at Hongkong, have received His Majesty's signature.

On the compound of the Central Police Station yesterday there were 152 Chinese who had been deported from the Dutch East Indies. They will be shipped to their native places in China during this week.

The Superintendent of the Botanical and Forestry Department, in his annual report for the year 1902, makes the following reference to the Botanic Gardens:—"The year has been marked by several noteworthy additions to the horticulture of the Colony. The search for a variety of Wallflower suitable for our climate has, at last, been rewarded, and a successful batch of this favourite annual was obtained for the first time. It will doubtless become one of the stock plants of Hongkong Gardens. In this year of the year, the most important addition to our flora was the introduction of our gardens; an exception has occurred recently, when shrubs of *Dombeya Burgesii*, seed of which had been received from Durban, flowered for the first time and proved a valuable addition to our winter flowering shrubs. Among other plants with fine flowers added to our herbaceous list during the year may be mentioned *Gladiolus Gandavensis* and the *Gladiolus-like Watsonia Ardeni*. There was a magnificent show of *Lyceum Anra* in the Old Garden in October from bulbs planted in the grass in 1901.

It is announced in the *Gazette* that His Excellency the Governor has been pleased to appoint the Hon. Mr. W. J. Gresson to be an unofficial member of the Executive Council during the absence on leave of the Hon. Mr. E. A. Hewett, or until further notice.

Mr. J. R. Wood passed an exemplary sentence on a native at the Police Court last week end. He was found guilty of snatching an oil pick from a woman in Queen's Road Central, sentenced to six months' imprisonment, and during the term of his confinement will receive two whippings of 25 strokes.

His Excellency the Governor has been pleased to make the following appointments under Section 7 of the Public Health and Buildings Amendment Ordinance, 1903, (Ordinance No. 23 of 1903): Inspector William Cameron to be a Sanitary Inspector for Shaukiwan; Inspector William Morrison to be a Sanitary Inspector for Kowloon City; Sergeant William Kennell to be a Sanitary Inspector for Shamshui; Sergeant Peter Brazil to be a Sanitary Inspector for Stanley.

LOCAL SPORT.

LAWN BOWLS.

The first meeting of the season between these old rivals, the Civil Service and the Kowloon Bowling Club, took place at Kowloon on Saturday afternoon. The visitors were not so strongly represented as they might have been and in consequence they had to acknowledge defeat by 75 to 98 points. Four risks participated. The Civil Service was down on three at Kelly's risk, after standing pools at 14 with Robertson's quartet, secured two points on the last ball. L. E. Brett only lost by one point to J. C. Gow, but Kowloon won handsomely on the other two risks. Twenty-one bowls were played. At the close Mr. Woolley, on behalf of the visitors, congratulated Kowloon on their victory, and called for three hearty cheers. The compliment was reciprocated by Mr. W. Russell on behalf of the home club.

CIVIL SERVICE.	KOWLOON.
W. H. E. Smith	J. Menzies
W. West	J. P. Hinchey
C. H. Parkinson	R. M. Henderson (skip) 58
M. Molloy (skip) 15	D. M. Craig
C. W. Brett	D. Keith
E. W. Dawson	C. Jack
A. Bower	J. C. Gow (skip) 30
L. E. Brett (skip) 29	A. Ramsay
A. H. Woolley	J. C. Crawford
F. Allen	J. C. Milroy
B. Hudson	W. Russell (skip) 26
S. Fenlon (skip) 15	J. Ramsay
J. Whitehead	T. Skinner
E. W. Beach	B. Hunter
E. R. Adams	T. Robertson (skip) 14
W. H. Kelly (skip) 16	

Total 75
Majority for Kowloon.
Kowloon meets the Police at Kowloon on Saturday, 15th instant.

INTERPORT POLO.

To-morrow a polo team leaves Shanghai for Hongkong. The match for interport honours will take place at Causeway Bay on Saturday. On the following Monday the visitors will meet the officers of the Middlesex Regiment. The Shanghai players will be entertained at dinner on Saturday evening, and later will attend a smoking concert at the Hongkong Club. On Monday the visitors will be the guests of the Middlesex Officers, and it is expected that they will leave for Shanghai on Tuesday.

WATER POLO.

Two matches in connection with the tourna round of the Water Polo Shield Competition were played at the V.R.C. end on Saturday afternoon.

The first, a fast and exciting game, was between the Royal Engineers and the V.R.C. That this match had been looked forward to with interest was evidenced by the large crowd in attendance, many of whom expected to see the Engineers victorious in the game. Towards the end of the first half, Rosa Pereira succeeded in scoring for the V.R.C., the netting of the goal provoking great applause. In the second half the same player again scored thus ensuring victory for the home team. Final: V.R.C. 2 goals; Royal Engineers, 0.

The second game was between a team from H.M.S. "Tamar" and the 89th Co. B.G.A. The sailors had things their own way, scoring an easy win by 3 goals to nil.

The fixtures for this week are H.M.S. "Tamar" v. R.H.K.Y.C. on Wednesday at 6.30 p.m. At 5.30 on the same day the 87th and 89th Cos. R.G.A. try conclusions. On Thursday at 6 p.m. the 83rd Co. R.G.A. and Royal Engineers meet. The date has not yet been fixed for the match between the V.R.C. and the Corinthians, a match which, it is believed, will decide which team is to win the shield.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Yamato Maru* (Australian Line) left Manila for this port on the 1st inst., and is expected here to-day.

The N.Y.K. str. *Bingo Maru* (European Line), left Shanghai for this port on the 31st ult., and is expected here to-day.

The P. & O. str. *Delhi* left Singapore for this port on the 31st ult. at 6.30 p.m. with the outward-bound mails and is due here on the 5th inst. at about 5 a.m.

The N.Y.K. str. *Atsuta Maru* (American Line) left Kobe for this port via Moji and Shanghai on 31st ult., and is expected here on 5th inst.

The American & Oriental Line steamer *Tejano* from New York is due here on or about 10th inst.

The str. *Kermic* arrived at Manila on the 31st ult.

The I.G.M. str. *P. E. Luitpold* which left here on the 29th ult. at 1 p.m., arrived at Shanghai on the 1st inst. at 2 a.m.

The O.P.R. str. *Empress of India* arrived Nagasaki at 6.30 a.m. on Saturday, the 1st inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 8 a.m. to-day.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STRIKES IN FRANCE.

LONDON, July 31st.
Workmen's strikes in France have led to serious riots.

RUSSIANS SEIZE A JAPANESE VESSEL.

AND SENTENCE SIX OF CREW TO DEATH.

Tokyo, August 2nd.

A Tokyo newspaper, the "Asahi," gives details of the seizure of the "Miyo Maru," a vessel which was seized by a Russian patrol, it is alleged, outside the fishing limits.

The Russians, it appears, confiscated the ship's papers, treated the crew arbitrarily and sold the cargo. Six of the crew were sentenced to death by a Court Martial which sat at Nicolaevsk.

The Tokyo Government demanded the release of these men, and the Russian Embassy issued a statement that the Japanese condemned had attacked and caused injury to the guard.

[REUTERS' SERVICE.]

AMERICAN RAILWAYS.

LONDON, July 30th.

New York newspapers state that owing to new regulations of the Inter-State Commerce Commission, all the great railways, including the Canadian Pacific, having Steamship services on the Pacific, have notified shippers that they are abandoning the export trade to the Orient and Australasia, and also practically abandoning the import trade. The newspapers anticipate that the steamship lines concerned will be sold.

THE BRITISH NAVY.

LONDON, July 30th.

A memorial, signed by 144 members of the House of Commons, has been presented to Mr. Asquith demanding a reduction in expenditure on armaments.

On the other hand, a non-political Navy Committee forming in the House of Commons advocates a strong navy.

OLD AGE PENSIONS.

LONDON, July 30th.

The House of Lords has passed the third reading of the Old Age Pensions Bill.

LATER.

The Commons have rejected the Lords' amendments to the Old Age Pensions Bill, some on the ground of breach of privilege, and others on their merits. Lord Lansdowne, who vigorously protested, declared that the action of the Commons would prevent the Lords from discussing any measure of social reform.

TURKEY.

LONDON, July 30th.

Sir Gerald Lowther, British Ambassador to Turkey, has arrived at Constantinople.

He was met at the station by a crowd of liberal Turks who escorted his carriage, shouting "Long live England, liberty, and the Constitution."

LABOUR RIOTS IN FRANCE.

LONDON, July 31st.

Serious labour riots have occurred at Dravilvigneux and Villeneuve near Paris. The rioters barricaded the streets, pelted the troops with cobbles, and used revolvers freely, wounding several. The troops at length fired on the rioters, and stormed the barricades amidst showers of cobbles, bottles, syphons, cast chairs, and revolver shots fired from the barricades, and windows and roofs of the houses. The strikers finally fled to the field pursued by the cavalry whom they repelled from the railway embankments which, the horses being unable to scale the troops finally dismounted and carried the position with swords many more being injured here on both sides.

Yesterday's outbreak in the environs of Paris was "practically" a revolutionary skirmish, preceded by a manifesto of the Confederation of Labour ordering a universal strike within twenty-four hours as a means of bringing the capitalists to their knees. The troops behaved with the greatest forbearance, and the day ended in the complete disarmament of the rioters.

THE TYPHOON.

MORE TYPHOONS.

Yesterday the black signals, indicating a typhoon to the South within 300 miles of the Colony, remained up the whole day until dusk when they were replaced by red signals indicating that the typhoon was passing further away. A strong wind was blowing all day long, and those whose residences were badly damaged by the typhoon of Monday last were apprehensive of further damage. At night signals were again hoisted to announce that the typhoon was within the 300 miles radius.

The harbour had been practically deserted since Saturday, all the native craft making for the refuge at Causeway Bay. In the evening the three green vertical lights were hoisted, indicating a typhoon beyond the 300 mile radius.

The following telegram was despatched from the Manila Observatory to the American Consulate at Hongkong on Saturday:

"Cyclone or typhoon E. of Luzon less than 300 miles distant, moving N. N. W. or North. Another cyclone or typhoon west of Northern Luzon more than 100 miles distant; almost stationary."

Yesterday at 2 p.m. the following telegram was received from Manila by the U. S. Consulate:

"Cyclone or typhoon east of Northern Luzon less than 300 miles distant moving N. or N. N. E. Another cyclone or typhoon west of Northern Luzon more than 100 miles distant moving W. or W. N. W."

On Friday night the body of a European was picked up at Castle Peak, near the scene of the wreck, and brought on to Hongkong for identification. It was so badly disfigured, however, that nobody could recognise it, but Detective-Sergeant Terrett recognised the watch and chain as belonging to Captain Page. The watch was badly damaged by water, the hands were missing and a considerable quantity of clay clogged the works.

The body was found by the crew of the steam launch "Kwong Sing." When first sighted on board the launch noticed four Chinese in a small fishing craft rifling the European's pockets. The crew of the launch approached the fishing boat, and finding the crew in possession of Captain Page's watch and chain, arrested them and handed them over to the police at Capatsum. They were charged before Mr. J. H. Kemp at the Magistracy on Saturday with stealing the watch and chain, found guilty, and sentences of three months' imprisonment was passed on each of the defendants.

The funeral of Captain Page took place on Saturday night, a hasty burial being necessary. The few of his friends who received information followed the cortege to Happy Valley. There the funeral service was conducted, and the remains of the Captain laid to rest, "mid lanterns dimly burning."

H.M.S. "WHITING" REFOATED.

Since Tuesday last the "boys in blue" have been hard at it, night and day, working to refloat the "Whiting," which was driven on the rocks at Lyseooon Pass. Men from H.M.S. "Tamar," H.M.S. "Drum," H.M.S. "Thistle" and other warships in port, under the command of Commander Grenfield, R.N., and Lieut. Isaacson, R.N., were busily engaged removing the guns, coal and stores from the ship to lighten her in every way possible. The operations of lifting and refloating the "Whiting" were under the personal direction of Chief Constructor W. T. Hookaday, of the Royal Corps of Naval Constructors, and it is due to his able management and the energy of the men already mentioned that the torpedo boat was successfully refloated. The Navy men were greatly assisted in their work through the kindness of Messrs. Butterfield and Swire and the Hongkong and Whampoa Dock, who placed their efficient pumping gear at the disposal of the salvagers. The "Whiting" when docked, was found to be badly damaged in the engine as a boiler room, and it is anticipated that she will be several weeks undergoing repairs.

MISCELLANEOUS.

Divers and salvagers are at work on the sunken or stranded steamers in the harbour, and several of them are expected to be refloated in the course of a few days. Dead bodies are still being recovered from the water, and the total death toll is likely to be considerable.

MESSAGES OF SYMPATHY.

FROM COMMODORE TO GOVERNOR.

Commodore's Office,

Hongkong, 28th July, 1903.

Your Excellency,—I have the honour to forward for your information a copy of a telegram which I have received from Vice-Admiral The Honourable Sir Rodworth Lambton, K.C.B., K.C.V.O., Commander-in-Chief, China Station.

I have etc.,

H. H. S. Stroke,

Rear-Admiral.

His Excellency,

Sir Frederick J. D. Lugard, K.C.M.G.,

C.B., D.S.O., Governor, &c.,

TELEGRAM.

From Commander-in-Chief, Tientsin, to

Senior Naval Officer, Hongkong, of 29th

July, 1903.

Very much regret to hear of typhoon. Hope

no lives lost in Colony.

FROM THE CONSUL FOR FRANCE TO THE

COLONIAL SECRETARY.

Hongkong, 10 30th Juillet 1903.

Monsieur le Secrétaire Colonial.

Par un télégramme parti hier soir de Hanoi, M.

le Gouverneur Général p. de l'Indo-Chine, à

qui j'avais communiqué des renseignements

détaillés au sujet des résultats désastreux du

typhon de la nuit de lundi à mardi dernier,

m'a prié de transmettre au Gouvernement de

Hongkong l'expression des sincères condoléances de l'Indo-Chine française, pour les dommages subis par la colonie anglaise de Hongkong. Je me permets d'y joindre mes regrets personnels. Je ne doute d'ailleurs pas que le Gouvernement français, à qui j'ai également fait part de cet événement lamentable, ne sera doucement ému à la nouvelle de ce désastre qui a suivi de si près celui du 18 Septembre 1902.

Je vous serais particulièrement reconnaissant de vouloir bien donner connaissance de la présente communication à Son Excellence le Gouverneur.

Veuillez agréer, Monsieur le Secrétaire Colonial, les assurances de ma haute considération.

(Sd.) G. STON LEBERT.

FROM THE GOVERNOR, MACAO TO THE

GOVERNOR.

30th July, 1903.

"The Colony of Macao deeply regrets the disaster and damages suffered by Hongkong. I present Your Excellency my sincere sympathy."

FROM THE JAPANESE CONSUL,

Japanese Consulate,

Hongkong, 31st July, 1903.

Sir,—I have the honour to inform you that I have just received a telegram from Viscount Terauchi, Minister of State for Foreign Affairs, instructing me to convey to His Excellency the Governor the expression of his profound sympathy at the terrible disaster which has befallen this port.—I have etc.

T. FUJISAKI,

Vice-Consul for Japan.

Hon. F. H. May, C.M.G.,

Colonial Secretary,

Hongkong.

TELEGRAM.

"Convey to Governor of Hongkong expression

of my profound sympathy at terrible disaster

which has befallen that port."

ELECTROCUTED.

On Saturday morning a native employed by the China and Japan Telephone Company met with a strange death in Wing Lok Street. While engaged in repairing some wires which had been damaged by the typhoon he got in contact with one of the Electric Light Co.'s live wires, and could not be released until the supply of current had been cut off at the generating station. About an hour and a half was spent in extricating the body, which, after being taken to the Central Police Station, was removed to the Mortuary.

PROMENADE CONCERT.

The Volunteer Corps' Promenade Concert

originally arranged for the 18th ult., but

postponed for a fortnight on account of the

death of Lieut. Blood was held on Saturday

night at the Volunteer parade ground and was

greatly appreciated. The evening was delight-

fully cool, and the grounds, illuminated with

Chinese lanterns, presented a pleasing aspect,

which was considerably enhanced by the taste-

fully decorated miniature stage surrounded with

greenery interspersed with coloured electric

lights and set off with a canopy of flags.

The Band of the 3rd Middlesex Regiment

played some selections comprising "The

Gladiator" (Goss), "Haddon Hall" (Sullivan),

items from "Miss Hook of Holland" and

completed the entertainment with "Mumble

Moose's Two-Step." Vocal items were given by

Mrs. Dealy, Messrs. Ayrin and P. W.

RANDOM REFLECTIONS

It seems impossible to get away from typhoons these days, but don't let us worry too much. After all, they have their humorous side. I was told the other day of a lady who listened breathlessly to the tale of the tides which were torn from the roof of a house at the Peak, carried upwards for about two or three hundred yards and then smashed through a pane of glass in a bedroom window. "What happened after that?" she demanded. The story teller gave her a look—and it was such a look—and added—"Oh, it chased a man round the room." She didn't ask to be further enlightened.

The drowsy husband, the man who could sleep through all the uproar of Monday night and Tuesday morning and in spite of the nervous wife by his side, is to be envied. The story goes that in one of the houses which suffered by the typhoon a lady tried to rouse her sleeping spouse by telling him that the wind had got inside the house. "Of course," he muttered, "you can't keep it out." A minute later she nudged him and whispered: "The wall is falling, dear." "Nonsense," was the testy response, "go to sleep." As a dutiful wife should, she lay quiet for a second or two but on hearing the noise which told her that what she feared had happened she turned again to her husband with the impressive words "The wall has fallen, dear!" "Just your fancy" came the answer from the semi-conscious husband, who turned over on his side with the obvious intention of resuming his slumber. Unseen and anxious lay the nervous wife till a gentleman entered the room. "Bless my soul," he exclaimed, "are you pair comfortable in bed and the house collapsing?" "I'm not comfortable," replied the lady, glad of the opportunity to express her feelings, "but he is."

In the reports of the typhoon little account is taken of the private losses sustained. These, in many cases, are considerable. In addition to gardens devastated, windows smashed, doors broken, roofs damaged, etc., many residents have to mourn the loss of valuable china and other precious collections destroyed by the ruthless wind. The Chief Justice is one of the sufferers and Mr. Hough was severely hit at Cadzow, his beautiful house being partially wrecked. To say that there was weeping and wailing and gnashing of teeth on that night of disasters is not perhaps literally true; certainly not in the case of the gentleman whose teeth, carefully deposited on the dressing table, was smashed by a brick which fell from the roof. "He couldn't gnash 'em," said the unsympathetic brute who informed me, "he had to gum 'em."

Coming in what should have been the silent hours of the night, the typhoon made sleep impossible in most houses, and as was to be expected, people did not go about business next day with their usual briskness. Some explained "up all night through that beastly typhoon; had to hammer windows or doors; then the wife was nervous; it was a rough time." Others were more fortunate. Possessed of the philosophic temperament, and the nature which makes the most of things, they sat down to cards and smokes. What though the wind howled and whistled they could still hear the answer to the question "what's trumps?" and with suitable liquid nourishment they reeled little of the storm. When quietness reigned once more, they calmly turned in and agreed they had had not a bad night.

There was a touch of grim humor in one of the reports from the New Territory. It stated "the Indian police are compelled to live in the cells." Seems a sort of retribution, doesn't it? But what would have happened had there been any prisoners in custody? Would they have been turned adrift to shift for themselves? Or would the authorities have consented to prisoners and police consorting together? No doubt the typhoon is a leveller, but still there are distinctions which should be preserved.

I was pleased to read the other day that the Chief Justice and counsel discarded their wigs, the reason being naively expressed by your reporter thus: "It was exceedingly hot in the Supreme Court yesterday." At first I thought there had been another of those ebullitions which have become rather frequent of late and which have created the impression "that all is not well in the State of Denmark," but I was pleased to see the reference was to the atmosphere of the premises and not to the temper of the individuals. Counsel would doubtless appreciate the advantage of a cool head, an advantage not limited, I may remark, to the bar on that occasion.

We are supposed to "know a thing or two" in the East, but yet it is surprising to find how easy it is to gull some of our presumably hard-headed compatriots. For instance, when the statement was published that the Government had paid \$100,000—mark well the figure—more for the dredger just purchased than they ought to have done, many people believed it. Apparently nothing was too bad to be thought of the Government. And the canal was allowed to run for a few days before it was exploited. The Government, with the sublime indifference of the elephant to the thrust of the mosquito, took no notice that Mr. Slide put a few innocent questions at the meeting of the Legislative Council on Thursday. Then the Director of Public Works rose nobly to the occasion and with much remarks as "gross misstatements," picked the bubble and exposed the extreme foolishness of the charges that had been made. And nobody could say that the rebuke was undeserved. "Log pullers" should now experience some difficulty in working off their jokes.

Lord Carson recently described replies to Parliamentary questions as "those astonishing tours de force which combine to give the

minimum of information with a fine air of affected candour." How does this fit Colonel Seely's reply to the questions asked in Parliament last week concerning the Government's action in regard to opium in Hongkong? Colonel Seely trusted to be able to satisfy the House of Commons that "the best opinion in Hongkong, and that of the Governor coincided with the Government's." It is no State secret that His Excellency the Governor as soon as he received the peremptory order of the Secretary of State telegraphed an explanation which was in the nature of a protest, and as no steps have yet been taken to close the so-called opium dens, it is not easy to perceive how the Governor's views coincide with those of the Imperial Government. Lord Carson's description of Parliamentary replies in general seems to admirably fit this one in particular.

It looks at present very much as if the Hongkong Philharmonic Society is to drop out of the list of Hongkong's Institutions, for it has lost its tower of strength. This should be announced in the typhoon week, of course, more coincidence, for Mr. Fuller's decision to resign the conductorship must have been reached long before. The Philharmonic Society cannot get on very well without Mr. Fuller, and it may be hoped that when he returns from his holiday trip in Java the Committee of the Society will succeed in getting him to reconsider this decision, and be able to give him an assurance of greater encouragement in the future than he has apparently had in the past.

RODRIK RANDBO.

NAVAL YARD EXTENSIONS.

BIG CONTRACT COMPLETED.

The departure of the staff of Messrs. Pouchard, Lowther and Company from Hongkong marks the completion of one of the most gigantic enterprises ever undertaken in the Far East. H.M. Naval Yard Extension, after being in progress for something like eight years, has been finished and the works are now taken over by the Works Department of the Admiralty. It will be remembered that the large dock, which is to form such an important part in the scheme of British naval operations in the Far East, was opened about a year ago. The water was then let in, but of course the dock was not ready for use. Dredging operations had to be conducted outside and a pumping plant had to be erected. This installation, now completed, is one of the best possible consisting of two deep wells communicating with the dock by culverts, and when it is finished in the early part of next year the dock will be ready for use.

The main feature of the extensions is, as stated, the large graving dock which is roughly about 650 feet in length and 100 feet in width. If these figures do not convey an adequate impression of the gigantic nature of the undertaking, perhaps a few facts will assist to give a proper conception of the vastness of this work. For instance there are roughly 100,000 cubic yards of concrete and about 500,000 cubic feet of dressed granite sash absorbed in the dock, while the sea wall which extends to practically a mile in length, is built of concrete blocks founded at an average depth of 45 feet below low water. The large basin covers an area of no less than nine acres, and this will accommodate the largest battleship. Its depth is about 30 feet 6 inches at low water. In addition to this there are timber and steel jetties with embankments and reclamation for the War Department. This reclamation was a particularly difficult task, and no less than one million cubic yards of filling, consisting of quarry rubbish, etc., had to be brought from the other side and utilized in the work. In connection with the graving dock, it will perhaps be remembered that the contractors were faced at the outset with a serious obstacle owing to the unsatisfactory nature of the bottom. However by piling and pumping that was overcome, and the present satisfactory result has been achieved. A tremendous quantity of timber was utilized in the construction of the dam and the foundations of the dock. This was obtained from the China Borneo Company. The amount of cement used was also very large, no less than 52,000 tons. The Green Island Cement Company supplied this and it is satisfactory to record that the cement stood all the tests and showed no signs of deterioration.

Messrs. Pouchard, Lowther and Company have been in the Colony for about eight years, but the time occupied in the actual construction of the dock was about six years. The big staff on gaged and the large amount of plant employed will also help to give some impression of the immensity of the contract which has just been completed. At the busiest period there were about 5,000 employees on the work, with a European staff of fifty, while the extensive plant embraced a dredger, Henderson's cable way, five locomotives with rolling stock, 27 steam cranes of various sorts, a large number of portable engines and pumps. Moreover, there was a separate establishment and plant at Matatoki, about six acres in extent, where the blocks for the sea wall were made.

Messrs. Pouchard, Lowther and Company, have been represented by Mr. A. J. Williams, A.M.C.E., under whose supervision the big undertaking has been brought to a successful issue.

The vast amount of fallen trees and shrubbery which have been removed from the streets within the past few days is very creditable to the Botanical and Forestry and Public Works Departments.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cherry Cheek Cream, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents for Hongkong Island. No doubt it occurs in Kowloon, or could be established there.

THE AMERICAN FLEET AND HONGKONG.

"A MISTAKE IN THE CABLEGRAM."

The following correspondence is forwarded to us by the Colonial Secretary. In a covering letter the Hon. Mr. May observes:—"It would appear from the letter of the Department of State that the United States Government did not accept the invitation of this Government to the American Fleet to visit Hongkong; and it would appear that a mistake was made in the cablegram from London to this Government on the subject."

American Consul Service, Hongkong, July 28, 1903.

The Honourable The Colonial Secretary, Hongkong.

Sir,—I have the honour to enclose you herewith copy of a despatch received by me from the Department of State at Washington relative to the United States Battleship Fleet. Regretting the combination of circumstances which makes it impossible for the Fleet to visit Hongkong, and with assurances of highest esteem, I have etc.

AMOS P. WILDER, American Consul-General, Hongkong.

Department of State, Washington, June 23rd, 1903.

AMOS P. WILDER, Esquire, American Consul-General, Hongkong.

Sir,—I have to acknowledge the receipt of your unanimous despatch of May 12th, 1903, transmitting newspaper clippings, which indicate that the people of Hongkong anticipate the visit there of the United States Battleship Fleet.

The Department regrets that the report has been circulated that the United States accepted the invitation of the Hongkong Government to the Battleship Fleet. The invitation in question, extended through the British Ambassador here, was declined for the reason that, in carrying out the then already determined itinerary of the fleet, which contemplated the fleet's arrival in home waters in time to hold the annual record target practice in Cuban waters during the month of March next, it was found impracticable for the fleet to visit Hongkong. I am etc.

W. J. CARR, Chief Clerk, for the Secretary of State.

SINGING BIRDS IN HONGKONG.

In his annual report on the Botanical and Forestry Department for the year 1902, the Superintendent says:—"With a view to encouraging the increase of singing birds which have been so charming a feature of the Botanic Gardens and surrounding portions of Hongkong of recent years the Government consigned Mr. Kernshaw of Monaco, whose works on local natural history are well known, to the duty of keeping down the numbers of (a) Magpies, (b) Brambling Kitts, (c) Crows in the Island, and secondly of the possibility of importing more singing birds. He replied as follows:—

(A.) Magpies are no doubt too numerous here, and destroy eggs and nestlings, though they do a certain amount of good by scavenging. Would suggest shooting, not poisoning. Destroying Magpie's eggs and nestlings from February to May (a few begin laying in January) inculcative would be effective, though of course there will be some amount of immigration from the mainland.

(B.) This Kite (Milvus melanotos), called "Bromley Kite" in Hongkong, rarely if ever kills small birds and nestlings, though it makes a great deal of mischief by eating small birds and nestlings. Their ordinary food is small insects, rats and mice (I have often taken freshly killed rats from stomachs of these kites), dead fish and other offal. Small birds take no notice of a kite settling on the trees they are in, but if a hawk comes anywhere near they drop like stones to the undergrowth. The kite here is decidedly useful.

(C.) It seems a pity to exterminate an indigenous mammal like the Civet. In a small island like Hongkong this would soon be done, and a reward offered for the carcass. They destroy some birds, no doubt, but chiefly feed (as observed in comment) on rats, mice and other small mammals. If they are destroyed, poisoning domestic cats should certainly be killed, as they are worse than any other animal as regards destruction of small birds and game.

With reference to singing birds he wrote:—"Singing birds from South and West China and from India should do well in Hongkong. I have no books on Indian birds by me, but you may have Oates' Birds of India in the Club Library. As Hongkong I think Indian birds could be got from Calcutta, but expect it would be troublesome to get Chinese birds, unless the birdshop people in Hongkong would import them. The 'Hwamei' is native here, and as long as it has enough undergrowth (for it is very shy and seldom seen when singing loudly close to one) and the nests are not taken, it should increase. It sings delightfully and probably knows it well as a cagebird with Chinese. Also the little black and white Coryphus sibilatrix or Magpie-Robin, Peking-Robin or China Robin, as it is variously termed. In the spring it sings beautifully and is common and native; also useful in keeping down grasshoppers, moths, etc., as also the Hwamei. Most of the other birds here do not shine as songsters, though the Whistling Thrush (Copsychus saularis) stays a short time in Hongkong on Elyciptus trees in spring and autumn, which sing well, but they are most during their stay here. As you know, there are several very beautiful birds native to Hongkong which ought to be preserved for beauty alone, in fact in my humble opinion there are no birds in Hongkong at present which might not be encouraged, except Magpies. Even the Sparrow is very useful when there is an afternoon or evening swarm of winged Termites."

There is a native Lark here which sings nicely soaring much like the English Skylark, but I doubt if you have any large grassy plain on Hongkong Island. No doubt it occurs in Kowloon, or could be established there.

FORESTRY IN HONGKONG.

In his annual report of the work of the Botanical and Forestry Department for 1902, Mr. E. T. Dunn, the Superintendent says:—"A commencement was made during the year with a scheme for taking over the large forestry operations previously done by contract. This has been necessitated by the increasing difficulty of getting the work efficiently done by contractors. As a result it has frequently happened that the short planting season was coupled by rain efforts to get the work through, the plantations were poor and irregular and the year's forestry programme spoiled."

The forestry year (1902/7) under review was a transition year, the part of the forestry programme carried out by contractors largely failed while that only by the department was most satisfactory. The programme included the continuation of the belt on the north of the harbour from the South Tunnel Pass near Kowloon Tsi as far as the Rifle Butte the extension of the catchment plantings at Tytan and Pokfulam reservoir catchments. As the crop of pine seedlings grown by contract at Little Hongkong failed, nearly the whole of the above area was sown with pine seeds in pits, 3,000 of the pine seedlings saved being planted by the department on the bare sandy parts of the Kowloon Tsi plantations, while the remainder were used by the contractor for planting at Tytan and Kowloon. Repairing of the failures of last season was carried out by foresters at Cheung Sha Wan, Pokfulam, and Aberdeen.

In anticipation of the extension of the harbour belt towards Lyseum in 1903/4 the villagers of Ngau Chi Wan and Kak Hang were given gratuities representing their respective shares in the existing pine plantations and near Hammer Hill, which would be encompassed by the extension of Government plantings.

All plantations in the catchment of the new Kowloon Reservoir were resumed for the same season and the villagers of Shek Li Pui treated similarly. East Point Nursery.—This is, as stated in my last report, the first pine tree nursery and by the department. In previous years seedlings have been raised by contract and sold to the Government at about \$9.50 per 1,000. The site chosen was a flat marshy piece of ground at the south of Victoria School, East Point, and the hillside adjoining. The flat ground was drained, the hillside terraced and the whole laid out in about 500 numbered rectangular beds with service patches between. The whole was dug over and sown before February.

Ngau Tze Nursery.—This is a second pine tree nursery in the necessary to have two, as they are sown separately each being in use for two seasons—was formed at the above village near Diamond Hill. As this is the neighbourhood of the planting authorised for 1907/8 a large marsh was erected for the accommodation of the staff of diggers and planters who would be engaged on the work as well as for the nursery staff. The land had to be rented from the villagers but the expenditure on rent was amply compensated by the saving of labour in digging and levelling.

Fire Barriers.—New fire barriers 8,478 feet long were made to protect the new plantations in 3 A and B while all the old ones were cleared a total length of 178,323 feet. This work was done for the first time by our own men at a cost slightly less than the contract price.

Protection.—The most serious case of unauthorized cutting occurred near Pokfulam where the occupier of Farm Lot 25 felled several hundred pine trees on his lot although they are expressly reserved to the Government in the lease. The matter was settled after Police Court proceedings by the payment of \$1,000 to the Crown and forfeiture of the felled timber.

The prevention of grass cutting in plantations, or on ground where natural regeneration was expected, gave rise to several petitions from grass cutters during the year. In proportion as the population of the Island has increased so has the demand for cut grass which is necessary for certain purposes such as the braiding of junks and the feeding of cattle. The best grass naturally on the upper parts of the hills, the lower parts especially at Kowloon having been to a large extent denuded by over-cutting. Now however that the plantations established by the Government have grown up, the grass is again growing among them and the Chinese grass cutters go there to get it and incidentally do a great deal of mischief besides causing downy mildew the pine tree seedlings concealed in the grass. This abuse has become more and more prevalent until it has been found necessary to exclude the grass cutters altogether from the plantations. The majority have now become accustomed to cut their grass from the uplands as before, but these petitions show that a certain amount of dissatisfaction still remains. In all cases which I have been able to meet the petitioners have been told that the grass cutters are the most convenient cutting ground for their needs pointed out to them.

Notices were posted in the Hongkong villages notifying that the cutting of grass in plantations was prohibited, and in the case of Little Hongkong village a permit was issued to cut grass on certain hillsides at a convenient distance from the village.

Preservation of Natural Forest.—It is evident that the most serious case of unauthorized cutting occurred near Pokfulam where the occupier of Farm Lot 25 felled several hundred pine trees on his lot although they are expressly reserved to the Government in the lease. The matter was settled after Police Court proceedings by the payment of \$1,000 to the Crown and forfeiture of the felled timber.

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Telephone No. 135. Hongkong, 28th July, 1903.

BOTTLING UP THE NORTH SEA.

ANOTHER BRITISH FLEET TO BE ORGANISED.

A further important redistribution of the British Fleet will be made early next year, says a recent London paper, in order to bring the organisation of the Navy more into line with the strategic conditions of the day.

The Channel Fleet is to be reduced from its present strength of fourteen battleships and four armoured cruisers, and the vessels withdrawn from it, with some others added to them, will be constituted into a new squadron, to be known probably as the North Sea Squadron, and stationed off the north of Scotland.

The war base of the new fleet will be Cromarty Firth, and as soon as Rosyth is ready that port will be utilised as its store and repairing base. The strength of the North Sea Squadron has not yet been decided on, but it will probably include four battleships and four armoured cruisers. It is not regarded as impossible, however, that it may be constituted as the reduced battleship programme of recent years have considerably curtailed the number of battleships at the Admiralty's disposal.

The constitution of a squadron to guard the "north about" route out of the North Sea has been advocated for some time. In the event of hostilities, there would only be two possible ways for a foreign fleet to reach the open sea, one through the Straits of Dover and down the English Channel, and the other round the north of Scotland.

The first of these routes is already more than adequately guarded by the North Division of the Home Fleet, based on Sheerness, which in only fifty miles distant from Dover; by the Channel Fleet, based on Portland, a day by the reserve divisions of the Home Fleet, which, based on Portsmouth and Devonport, would be able to get to sea, at least in part, before any foreign fleet, after passing the Dover Straits, could get to the west of Plymouth. The squadrons combined number thirty-two battleships, fifteen armoured cruisers, and about a hundred torpedo craft.

It has long been argued that no foreign fleet attempting to reach the Atlantic from the North Sea would essay the Channel route, and, since our force there is largely in excess of what is properly required to hold it, the Admiralty has been urged to establish another squadron off the north of Scotland, watching the fleet in the Channel, if necessary, in order to provide the ships required.

It is this that the Admiralty has decided at last to do, and the result will be—provided the Scottish squadron is strong enough—to turn the North Sea into a mere cove which cannot be entered or quitted by any foreign squadron against the wishes of the British naval authorities.

The new fleet will be organised as soon as Lord Charles Beresford hands down his flag as Commander-in-Chief of the Channel Fleet in March next year.

SHARE REPORT.

Messrs. Erich George & Co. say in their weekly share list dated Hongkong 1st August, 1903:—Business shows no improvement, and sales during the week under review have been few and far between. On the night of the 17th and 18th ult., a severe typhoon passed over the Colony, doing considerable damage, amounting to millions of dollars. The principal damage has been to the observatory, the boat population mostly on the coast, and besides numerous junks, lighters, cargo boats and steam launches sunk, about fifteen steamers stranded and/or collided, and have to go into dock for repairs. The sterling demand rate of exchange on London is at 10s. 9d., while rates on Shanghai are at 10s. 7d. 7/4 for a bank T/V, and 10s. 7d. 7/4 for a draft 24/100, and Consols 280 1/2. The Bank of England rate of discount is 2 1/2 per cent., while the private market rate of discount has gone up again to 1 1/2 per cent.

BANK SHARES.—Hongkong and Shanghai Bank shares sold in small lots at rates ranging between \$770 and \$775, closing quiet with probable sellers at the lower end. The London rate having dropped to 2 1/2; Nationals are unchanged with buyers at \$51.

MARINE INSURANCE SHARES.—Unions have fallen to sellers at \$775, while North China have improved to buyers at \$78. Other stocks under this heading are unchanged.

FIRE INSURANCE SHARES.—Hongkong are on offer at \$315, while China, after further sales at \$324, are obtainable at that rate.

SPECIAL BARGAINS

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Hongkong, 19th July, 1903.

THE PROSECUTION OF SLEEVIER.

Mr. Sleevier's career, remarks a London journal, has had no lack of stimulating variety. In England he has been a popular hero of the turf, and is the owner of one of the liveliest of sporting papers. He fought in the Kaffir war, just before the first Transvaal war, before he was twenty and has been a book-maker in Australia. He has been twice married; his second wife being the sister of the late Lord Althorpe. Mr. Sleevier is the grandson of a well-known sculptor, who was chosen to execute a marble bust of the Prince Consort.

Mr. Jack Barnato Joel is the brother of Mr. Solomon Joel, and of Mr. Wolf Joel, who was shot in Johannesburg by Von Veltheim. His father once kept the King of Prussia public-house in Coburg, and his mother, the three brothers were among the earliest "children of the ghetto" to see the coming South African boom. No doubt some portion of the grant success to which they attained must be attributed to the fact that the late Barney Barnato, had preceded them to South Africa.

SWEDEN MANUFACTURING COMPANIES.—Hongkong Electric sold and are in further demand at \$104. The A. Low Dairy Farms changed hands at \$194, and more shares can be placed. Green Island Cement shares sold at \$10.65, closing with sellers at \$10.65. Other stocks under this heading are unchanged and without sales.

MISCELLANEOUS.—China Borneo sold and have sellers at \$104, New Peak Tramways are wanted at \$2. Langkats have sellers at \$15. 5524 Watsons fetched \$94, Wm. Fowells have fallen to sellers at \$5. Other stocks under this heading have not been dealt in and are unchanged.

On the 1st at 5.40 p.m.—Order issued to Lord the Red 3, Cone 10 (indicates a typhoon S.E. of Colony distant more than 300 miles).

On the 2nd at 8.05 a.m.—Black South Cone hoisted (indicates a typhoon S. of Colony within 300 miles).

On the 2nd at 12.30 p.m.—The barometer is precisely steady on the S. coast of China and in the Philippines. It has risen considerably over S. China.

The typhoon in the Pacific appears to be still situated to the N.E. of Luzon and to be moving slowly towards N.W.

The centre in the China Sea is probably situated about 300 miles to the Southward of Hongkong, and moving apparently toward W.-N.W.

Pressure is abnormally high over S. Japan and the Yellow Sea.

N.E. gale may be expected in the Formosa Channel and off the S. coast of China.

North-east monsoon communication between the Observatory and Hongkong is interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.23 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood, N.E. and E. gale; squally, rain.

Formosa Channel, N.E. gale.

South coast of China between, same as No. 1.

Hongkong and Lamook, N. gale.

South coast of China between, N. gale.

Hongkong and Hainan, N. gale.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-REGENT LUITPOLD,"
Having arrived, Consignees of Cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risk into
the Godowns and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., Kowloon, and West Point
Godowns, where delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 4th August, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 4th August, at 9.30 A.M.

All Claims must reach us before the 8th
Aug., or they will not be recognized.

No Fire Insurance will be effected by the
undersigned.

This Steamship brings Cargo—Ex a.s. "FELD-
MARSHALL" from Africa—transhipped
Aden.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 28th July, 1908.

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, AND
MANILA.

THE above Steamship having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us
in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 30th July, 1908.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship

"SLAVONIA,"
Captain Peter, having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for counter-signature by
the Undersigned, and to take immediate delivery
of their Goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-DAY.
Any Cargo impeding for discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, and stored at Consignees' risk and
expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th August, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 4th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 29th July, 1908.

CHILDREN OF FAR CATHAY

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RENNIE.

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gives into political conditions in China, makes
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and AIR GUNS in Variety.
Inspection Invited.

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Hongkong, 28th October, 1908.

SCIENTIFIC MISCELLANY.

BLASTING CARTRIDGES THAT EXPLODE—
THE EARTH AS AN ENGINE-ROLLER—THE
WORLD'S RAIN—SCIENTIFIC RESEARCH IN
THE FACTORY—LIGHTNING'S COLOURS—
GAUGING THE COMPLEXION—BETAIN'S
RATS—A HARDNESS METER.

One of the serious dangers of mining is the
failure of the detonator to explode the blasting
charge. The unfired charge is then left in the
rock and at some later time, on being struck by
a miner's tool, it explodes, killing or injuring
the miner, and any other persons near. A new
safety cartridge is designed to prevent such
accidents. A needle is fitted to a tube in one
end, and after the hole is rammed this needle is
withdrawn and the detonator is inserted in its
place, the charge being then fired electrically in
the usual way. When a cartridge fails to
explode, it is not left in the rock. The imper-
fect detonator is withdrawn, a new one is
inserted in its place, and the charge is then
fired. Though specially adapted for coal-
mining, this invention is expected to be a valu-
able safeguard in general blasting operations.

Industrial power from dormant volcanoes is
believed by an Italian engineer to be a simple
and practical matter, which he expects to
undertake on a large scale. He has made
prolonged and careful observations of solfataras,
and has found that the steam has varied but very
slightly in quantity during a period of ten
years or more, and has scarcely changed in tem-
perature. The steam rises to heights of 30 to
20 feet, the temperature ranging from 250
degrees to 280 degrees Fahrenheit.

The rainfall of the continents, after long
collecting of records, has been estimated to
average 30 inches a year. Ocean measurements
are difficult, but, after considering all known
facts, Fritzsche has now concluded that the
entire earth's surface has a mean annual rainfall
of 36 inches. This means a total fall of 883
million metric tons of water every minute.

Modern industry depends upon science to a
degree that is not easy to estimate, but a sug-
gestive hint was given in a recent address by
C. E. Skinner, of the research department of
the Westinghouse Electric and Manufacturing
Company. The investigation of the properties
of materials is probably the most important
commercial research. A large factory uses a
great variety of materials, the classes employed
by the Westinghouse Company exceeding 500,
and the entire resources of physics and
chemistry are drawn upon to show what they
will do. New tests are often devised to deter-
mine special properties, as in the cases of
metallic filament lamps and alloy steels. Other
scientific research of importance is that applied
to developing processes of manufacture and
new compositions for special work, studying
the physical laws—aside from the properties of
materials—connected with designs, the testing
of machines, and the examination of reputed
inventions.

For five years a tabulated record of the colours
of lightning has been kept at Epsom, Eng.,
by Spencer C. Russell, and has made 87 obser-
vations of forked lightning in thunderstorms
and 78 observations of a red lightning. Great
diversity in color has been shown. Red has
been commonest in forked lightning, with blue
closely following, and orange and green least
frequent, and white is seen oftenest in sheet
lightning, red and yellow coming next. Hall
usually comes in a thunderstorm with blue
lightning.

The colour of the hair, eyes and skin is mea-
sured by a new instrument—a simplified Lugi-
bond tintometer—devised by J. Gray. The
observer looks at the object under test through a
tube, and interposes Lovibond's standard
colour glasses in front of a white surface at one
side of the aperture until the glasses transmit a
colour exactly corresponding to that of the hair,
eyes or skin. The exact composition of the
colour is then obtained from the readings on
the standard glasses.

The war against rats is being waged vigor-
ously in Great Britain, where the annual damage
they cause is variously estimated at amounts
ranging from ten to fifteen million pounds
sterling. Potatoes infected with a tasteless
germ are placed within reach, and this germ—
harmless to man—is expected to cause a rapid
decrease of the rodents by spreading a fatal
disease among them. As a further step the
society for the Destruction of Vermin seeks to
set a price on the animals' heads, having offered
a prize of ten guineas and a diploma for the
best method of making rat-skins commercially
useful. Taking the London and India Docks
as an example of the seriousness of the plague,
it is stated that each of the 27 sheds stands on
an acre of ground and is estimated to harbour
2,000 rats under its floors, making a total rodent
population of 54,000 for these docks. Each rat
is charged with damage of at least a farthing a
day, giving a total yearly loss of more than ten
thousand pounds.

A novel device for measuring the hardness
of metals is called the scleroscope by Albert F.
Shore and Dr. Paul Herquid, its inventors. A
steel ball weighing 40 grains, made extremely
hard by a special process, is enclosed in a glass
tube, and the hardness is indicated by the
rebound as the ball is dropped on the metal
under test. A scale measures the height of
rebound. On this scale 100 is the average
hardness for carbon steel, and proves to be the
safety limit for steel tools after reheating and
tempering. The instrument is valuable in
making tools of standard hardness.

Lead-wool consists of pure lead cut into fine
strips by machinery, and is put up in pound-
skins of yard-long threads. For making light

joints it is simply laid in the joint socket and
pounded in with a caulking tool. It welds into
a solid mass, filling every interstice, and it
ensures more thorough work than results from
using molten lead.

FEEDING SEVEN MILLIONS.

ROMANCE OF LONDON'S FOOD.

Never in the world's history before, says a
writer in one of the London papers, has there
been a huge community of between six and
seven millions of people living crowded together
upon a small area and entirely dependent for
their food upon supplies from outside that area.
London, which with its outer rings, and
including also the enormous number of visitors
now among us, has at present a total of close on
seven millions of inhabitants, produces nothing
in the way of food stuffs itself. If it were
possible for London to be besieged as Paris was
in 1871, and cut off from free communication
with the outside world, starvation would begin
to make its pains felt at once.

Everything that London eats has to be
brought into the metropolis. Millions of people
all over the world are engaged in growing the
grain, and raising the cattle, and catching the
fish, and looking after the poultry, and tending
the fruit and vegetables which we consume day
by day. Yet most of us never give a thought
to the tremendously complicated business of
getting it into our kitchens, and so on to our
breakfast and dinner and luncheon tables.

We do not even know most of us that the
flour for our hot rolls at breakfast was mes-
saged from some distant land, and that the
prairies of Western Canada; the milk and
cream came up yesterday from Somerset; that
the rolled oats for our porridge were imported
from the United States; that the bacon is Danish,
the eggs Danish, the butter Norman. The fish
were caught in the North Sea. The corn
ripened in an Indian plantation. The oranges
for the marmalade grew under the burning
sun of Spain.

Sometimes as you drive home late from
supper after the play you have seen in Pic-
cadilly or along Kensington Gore huge carts,
towering high with their burden of baskets,
moving slowly, their drivers probably shouting
towards town. You scarcely recognise these
for market-gardeners' carts, laden with cab-
bages and potatoes, spinach, strawberries, or
salad. But have you ever seen with your
mind's eye their real significance?

If you told your driver to turn the horse's
head and to go to Covent Garden, you would
find it already busy at 3 a.m. The carts you
saw are coming in one after another, and their
drivers, still half-asleep, are getting down to put
on the horses' nose-bags. But these only bring
a small proportion of London's daily require-
ments. Most of the produce now comes by
train. The market gardens around London
have long ceased to be able to supply a tenth
part of the needs of the seven millions.

Of the amount of produce which passes
daily through Covent Garden there are, un-
fortunately, no records kept. The market
is the property of the Duke of Bedford,
and although the London County Council
have asked several times for particulars,
none can be supplied. But it has been
calculated that London eats between two
and three thousand tons of potatoes a day,
three-quarters of a million cabbages, and in the
season ten thousand tons of peas and beans.
As to the quantity of milk which London
drinks, no one will risk giving even an estimate.
All the railways have thousands of milk-cans.
Most of them run special milk trains. But
there is no central market for milk. It is
consigned direct to the retailers; their carts
meet the cans at the stations and take it
straight away to the shops. A quarter of a
million gallons at least must be poured daily
down London's immeasurable throat.

Milk is handled all day long, but bread,
which must be equally fresh, is a darkhorse
trade. Through the night in thousands of
bakeries, some vast and mechanical others
small and worked entirely by hand, London's
bread is kneaded and moulded and baked.
What would you guess the daily output of
loaves to be? Between three and four millions
is a big baker's calculation. That is probably
rather below the mark.

WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.

General Illustrated Catalogue (250 pages), or
any Departmental List sent free to bona fide
applicants.
WM. WHITELEY, Ltd.,
UNIVERSAL PROVIDERS,
WESTBOURNE GROVE & QUEEN'S RD.,
LONDON, W.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day
or preceding the departure of the English
Mail; also Table of the Yearly
Approximate Averages for 34 Years
FROM 1874 to 1907.

Price, \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.



GAIL BORDEN'S CONDENSED MILK.

"GOLD SEAL"

F. BRAND.

THE MILK PAR EXCELLENCE.

GUARANTEED TO KEEP LONGER THAN CONDENSED MILK OF ANY

OTHER MANUFACTURE.

FIRST, in PURITY, PRICE and PRECEDENCE.

For BORDEN'S CONDENSED MILK CO.,

CONNELL BROS. COMPANY,

Sole Importers.

Hongkong, 30th July, 1908.

1083

BOVRIL

Should be in every home as well as in
every hospital.When you are worried and cannot eat
well nor sleep well, you will find a
great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal
Warrant toHis Majesty
The King.

DINNEFORD'S

DINNEFORD'S
MAGNESIA

MAGNESIA

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.Safest and most
Effective Agent
for
Regular Use.

BENGER'S
FOOD

Benger's Food, prepared with
fresh new milk, is all food.

It is distinguished from others by the ease with which
it can be digested and absorbed. It can be served
prepared to suit the exact physical condition of the
person for whom it is intended.

Benger's Food is for infants, invalids, and all whose digestive
powers have become weakened through illness or advancing age.

Benger's Food is sold in tins by Chemists, etc., everywhere.

AN IDEAL INVALID FOOD IN HOT CLIMATES.

Allenburys
DIET

A PANCREATISED MILK AND CEREAL FOOD.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

The "Allenburys" Diet is a complete food, being
manufactured from milk and wheaten meal, both
ingredients being largely predigested. It is most
palatable and easy of digestion, and can be made
in a minute, the addition of boiling water only
being necessary. Whilst acceptable to all as
a light nourishment, it is especially helpful to
Invalids, Dyspeptics, and the Aged.

SHIPPING.

ARRIVALS.

AKER, Norwegian str., 1,899, Gullickson, 1st Aug.—Mojito 26th July, Coal—Waller & Co.
 CHOTANO, British str., 1st Aug.—Canton.
 HATCHING, British str., 1,207, W. C. Passmore, 1st Aug.—Coast Route 31st July, General Douglas, Lapraik & Co.
 HALLAN, French str., 877, O. A. Hoeg, 31st July—Hollow 30th July, General—A. R. Marly.
 KNIVBERG, German str., 846, Honk, 1st Aug.—K. C. Wan 28th July, and Macao 1st Aug., General—Jensen & Co.
 MARDAL, Norwegian str., 1,193, Gabrielsen, 31st July—Borneo 28th July, Coal—Waller & Co.
 MIMICO, Chinese str., 1,338, J. MacArthur, 1st Aug.—Shanghai 30th July, General—Chinese.
 NINGPO, British str., 1st Aug.—Canton.
 QUINTA, German str., 887, F. Frhm, 31st July—Saloon 27th July, Rice—Stomson & Co.
 SHOSHU MARU, Japanese str., 998, I. Ijichi, 2nd Aug.—Tamsui via Amoy and Swatow 1st Aug., General—Onaka Shosen Kaisha.
 TILATAP, Dutch str., 2,475, van Emmerick, 1st Aug.—Macao 24th July, General—Java-China-Japan Line.
 TUPANAS, Dutch str., 2,444, A. Pander, 1st Aug.—Mojito 27th July, Coal—Java-China-Japan Line.
 YASUSHING, British str., 1,424, M. Courtney, 1st Aug.—Chinkiang 27th July, General—Jardine, Matheson & Co.

DEPARTURES.

1st August.
 ASIA, British str., for San Francisco.
 KIANPING, Chinese str., for Canton.
 NANCHANG, British str., for Canton.
 HUI, British str., for Hongkong.
 SEIBSTAD, Norwegian str., for Bangkok.
 SINGAN, British str., for Hongkong.
 SUYUIC, British str., for Kaelung & Tacoma.
 TASHIUE, Chinese str., for Shanghai.
 2nd August.
 AMIGO, German str., for Hongkong.
 DASHIN MARU, Japanese str., for Swatow.
 FUMS, Austrian str., for Saigon.
 HANCOCK, British str., for Amoy.
 KANSU, British str., for Swatow.
 KROG-WAL, German str., for Swatow.
 MICHAEL JENSEN, German str., for Saigon.
 PONTUNG, German str., for Hongkong.
 SHANTUNG, British str., for Samang.
 TERNACUS, British str., for Saigon.
 TATUNG, British str., for Canton.

SHIPPING REPORTS.

The British str. Yatsing reports: Light winds and fine clear weather.

VESSELS IN DOCK.

August 1st.
 ABERDEEN DOCK—Chili.
 KOTLOON DOCK—Soroogon, Courtfield, Canley, Charles Hardouin, Persia, Laisang, Amara, Sanchoing, Lungchow, Telamachin, H.M.S. Whiting.
 COBENPOK DOCK—Standard, Honam, Dakota, Tak Hing, Yandalia.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAICHING."

Capt. Passmore, will be despatched for the above Ports TO-MORROW, the 4th August, at 2 P.M.

A Reduction of 20 per cent. on First Class Fares to Fochow will be made during the months of August and September.

For Freight or Passage, apply to DOUGLAS, LAIPRAIK & Co., General Managers.

Hongkong, 31st July, 1908. 1142

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship.

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 4th August, at 3 P.M.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Deck.

For Freight or Passage, apply to DAVID BASSOON & Co., Ltd., Agents.

Hongkong, 31st July, 1908. 1113



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL (with liberty to call at the Malabar Coast).

S.S. "MONTROSE" on 11th August, 1908.

For Freight and Further Information, Apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 14th July, 1908. 1070

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship.

"EASTERN."

Captain MacArthur, will be despatched for the above Ports TO-MORROW, the 4th August, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To ensure the additional comfort of passengers, the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1908. 1138

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & No.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORNA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 12th inst.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	Habel	SHEWAN, TOMES & Co.	About 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 9th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Schlinghammer	HAMBURG-AMERICA LINE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Lancelotti	HAMBURG-AMERICA LINE	On 6th September.
HAVRE & HAMBURG VIA STRAITS, &c.	AMBERIA	Ger. str.	k.w.	A. Christensen	HAMBURG-AMERICA LINE	On 20th September.
HARVE & HAMBURG VIA STRAITS, &c.	TOURANE	Fr. str.	—	H. Petersen	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL	SINGO MARU	Jap. str.	—	Kolste	NIPPON YUSEN KAISHA	On 5th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Dan. str.	—	Radonich	NIPPON YUSEN KAISHA	Middle of September.
MARSEILLES, HAVRE & COPENHAGEN	SPERZA	Ger. str.	k.w.	Longson	NIPPON YUSEN KAISHA	About Middle of Sept.
MARSEILLES, ANTWERP & HAMBURG, &c.	KAMO MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 12th inst., at D'light
GENOA, MARSEILLES, LONDON, &c. VIA SINGAPORE &c.	SCHARNHORST	Ger. str.	—	Longson	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
NAPLES, GENOA, ALGIERE, GIBRALTAR, &c.	SILESIA	Aus. str.	—	Longson	NIPPON YUSEN KAISHA	About 22nd inst., P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	MONTROSE	Am. str.	—	Longson	NIPPON YUSEN KAISHA	On 11th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	ALBENGA	Ger. str.	2 m.	Longson	NIPPON YUSEN KAISHA	On 20th inst.
NEW YORK	GIENFARO	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ASH MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KUMERIC	Am. str.	—	Longson	NIPPON YUSEN KAISHA	On 19th inst.
VICTORIA, B.C. & TACOMA VIA JAPAN	IYO-MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	TATYUAN	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 7th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	Longson	NIPPON YUSEN KAISHA	On 18th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	BAETEN	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
WELHAIWEI, CHEFOO & TIEN-TSIN	KUNICHO	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VLADIVOSTOK	THESA MARU	Rus. str.	—	Longson	NIPPON YUSEN KAISHA	End of July.
KOBE AND YOKOHAMA	YAWATA MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 7th inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 6th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	OVERSANT	Frean. str.	—	Longson	NIPPON YUSEN KAISHA	On 27th inst.
TIEN-TSIN	CHONGSHING	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	On 5th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YARBA	Frean. str.	—	Longson	NIPPON YUSEN KAISHA	About 3rd inst.
SHANGHAI	NINGPO	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ABRAXON APCAR	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	To-morrow, at 2 P.M.
SHANGHAI	YOOHOO	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI	HANGSANG	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	On 5th inst., at 4 P.M.
SHANGHAI	DELHI	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	About 6th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEFFLINGER	Ger. str.	—	Longson	NIPPON YUSEN KAISHA	About 12th inst.
SHANGHAI	YKOSHI MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI, MOJI & KOBE	PAIKIA	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	About 14th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CATHAY	Dan. str.	—	Longson	NIPPON YUSEN KAISHA	Middle of August.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TIYUNAP	Dut. str.	—	Longson	NIPPON YUSEN KAISHA	On 5th inst., at 10 A.M.
SHANGHAI, YOKOHAMA, & KOBE	SHOSHU MARU	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-morrow, at 2 P.M.
ANING	SUNGKIAN	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AMOI, MANILA, CEBU & ILOILO	HANGCHOW	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-morrow, at 2 P.M.
AMOI & CHINKIANG	HAICHING	Brit. str.	2 h.	Longson	NIPPON YUSEN KAISHA	On 5th inst., at D'light
SWATOW, AMOI & FOCHOW	CHINLI	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
HOIHOW, PAIHOI & HAIPHONG	TAMING	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	On 7th inst., at 4 P.M.
MANILA	YUNGBANG	Brit. str.	1 m.	Longson	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
MANILA	KONGSANG	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MANILA	RUBI	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	Beginning of August.
MANILA	ROBNO	Ger. str.	—	Longson	NIPPON YUSEN KAISHA	On 9th inst.
KUDAT & SANTAKAN	WAKAMIYA MARU	Jap. str.	—	Longson	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
KORATAY VIA SINGAPORE & COLOMBO	ISCHIA	Ital. str.	—	Longson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KORATAY VIA SINGAPORE & PENANG	CHOVSANG	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	Longson	NIPPON YUSEN KAISHA	On 14th inst.
SINGAPORE, PENANG & CALCUTTA	CUBONA	Rus. str.	—	Longson	NIPPON YUSEN KAISHA	Quick despatch.
SINGAPORE, CALCUTTA & COLOMBO	TIJANAS	Dut. str.	—	Longson	NIPPON YUSEN KAISHA	

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 6th Aug.	Freight and Passengers.
LONDON VIA USUAL PORTS	MARMOIRA	Noon, 8th Aug.	See Special Advertisement.
LONDON AND ANTWERP	NUBIA	About 12th Aug.	Freight and Passengers.
ANG, COLOMBO, PENANG, SINGAPORE, AND SINGAPORE	Capit. F. J. Fox		
SHANGHAI, MOJI, KOBE, PALMA, AND YOKOHAMA	Capit. G. W. Cookman, R.N.R.	About 14th Aug.	Freight and Passengers.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 3rd August, 1908.

CHINA NAVIGATION CO.,
LIMITED.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, GAFENS, TO WYLLIE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.
SHANGHAI	"NINGPO"	On 3rd Aug., 4 P.M.
AMOI, MANILA, Cebu and ILOILO	"HANGHONG"	On 3rd Aug., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 4th Aug., 2 P.M.
MANILA	"YOSHOW"	On 4th Aug., 4 P.M.
WEIHAIWEI, CHEFOO and "KUEICHOW"	"TAMING"	On 4th Aug., 4 P.M.
HOHANG, PAKHOI and HAIPHONG	"CHIEHLI"	On 5th Aug., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

"CHONGHAI" SALOON PASSENGERS, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hongkong, 3rd August, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALOUTTA	"CHONGSHANG"	Tuesday, 4th Aug., Noon.
TIENTSIN	"CHONGSHANG"	Wednesday, 5th Aug., Noon.
SHANGHAI	"HANGSANG"	Wednesday, 5th Aug., 4 P.M.
MANILA	"YUENSANG"	Friday, 7th Aug., 4 P.M.
BEHAI, YOKOHAMA, Kobe & Moji	"FOOKSANG"	Friday, 14th Aug., Noon.
MANILA	"LOONGSANG"	Friday, 14th Aug., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Port, Cebu, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 3rd August, 1908.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"SCHARNHORN"	Wedday, 12th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA	"DERFELINGER"	About Wedday, 12th Aug.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 18th Aug., at 6 P.M.
KUDAT & SANDAKAN	"BORNEO"	Beginning of Aug.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 31st July, 1908.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, and also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	STEAMERS	TO SAIL
FOR HAYRE & HAMBURG	"S. S. SAKONIA"	On 22nd Aug.
	"S. S. SILVIA"	On 23rd Aug.
	"S. S. SLAVONIA"	On 24th Sept.
FOR MARSSEILLES, ANTWERP & HAMBURG	"S. S. SPEZIA"	About Mid. of Sept.
FOR HAYRE & HAMBURG	"S. S. AMERICA"	20th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st August, 1908.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9000 Gross Reg.—Captain F. L. SOMMER)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight. Every known Comfort provided on Board for Travellers: First Class State-rooms Amplest Dining Saloon, Drawing Room, Single Bath and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service. Cheapest Passage Rates to Europe and Around the World. For further particulars, apply to NIPPON YUSEN KAISHA.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG & COLOMBO, and PORT SAID	"KAWACHI MARU," Tons 6101 Capt. H. Peterson	WED'DAY, 19th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"AKI MARU," Tons 6444 Capt. M. Yagi	TUESDAY, 18th Aug. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"KUMANO MARU," Tons 5076 Capt. N. Matheson	FRIDAY, 7th Aug., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU," Tons 3817 Capt. K. Homma	FRIDAY, 4th Sept., at Noon.
KOBE and YOKOHAMA	"YAWATA MARU," Tons 3817 Capt. K. Homma	FRIDAY, 4th Sept., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	"TAMBA MARU," Tons 6134 Capt. C. H. Butler	FRIDAY, 7th Aug., at Noon.
SHANGHAI, MOJI and KOBE	"YAKAMIYA MARU," Tons 4723 Capt. T. Yamawaki	SUNDAY, 9th Aug., at Noon.
	"YEBOSHI MARU," Tons 4797 Capt. B. Koo	FRIDAY, 14th Aug., at Noon.

§ Fitted with Marconi's System of Wireless Telegraphy.
§ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

Hongkong, 1st August, 1908.

T. KUSUMOTO,
MANAGER.EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
VLADIVOSTOK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & GOLOMBO	"OURONIA"	On 14th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 18th July, 1908.

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantoo, (Peking Treaties), Kobe, Yokohama, Genoa to Hongkong in 23 Days.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.
CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Freight to Overland
Passengers to Overland and Europe
Yokohama to Vancouver 13 Days
Yokohama to London and Paris 23 Days

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

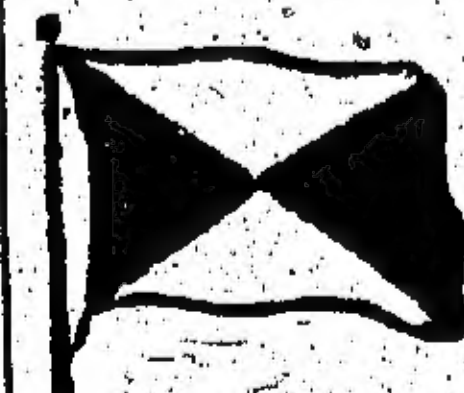
== OUESANT ==	27th Aug.	== MALTE ==	12th Oct.
		== CEYLON ==	26th Nov.
		== CORSE ==	11th Jan. 09

† No Passengers. ‡ Intermediate Class and Rates of Passage.
== New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidehips, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2500	R. Koo	Manila	On 5th Aug. Noon.
RUBI	2500	R. W. Almond	Manila	On 5th Aug. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd August, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP.	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILIWONG.	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIMAH.	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAVA	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 31st July, 1908.

Telephone No. 375.

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THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBIRIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VEUZ ROAD
HONGKONG.Japan Office:—
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

AMARA, British str., 1,526, Matlock, 19th July
— Hongy 19th July, Coal — Jardine,
Matheson & Co.

ANNA, Norwegian str., 1,017, Hantzen, 25th
July—Overs 14th July, Railway Sleepers
— Agard, Thorsen & Co.

AFRODITE, British str., 2,325, J. H. Smith,
31st July—Marou 21st July, Coal—
Dodwell & Co.

ARMATON APCAB, British str., 2,331, A.
Stewart, 29th July—Calcutta & Singapore
July, General—David Sassoon & Co., Ltd.

BARRA, British str., 2,404, Whyte, 24th July—
New York 7th May, and Durban 28th June,
Coal Oil—Standard Oil Co.

BELLEVILLE, British str., 4,127, J. Bartlett,
30th July—Liverpool via Manila 30th June,
General—Butterfield & Swire.

BONNE, German str., 1,344, F. Sembill, 28th
July—Sandakan 23rd July, Melchers &
Co.

CHIELI, British str., 1,142, J. Warrack, 27th
July—Haiphong July 22nd, Pakhoi 23rd,
and Hoihow 28th, Rice and General—
Butterfield & Swire.

CHONGHAI, British str., 1,424, A. E. Sandback,
29th July—Shanghai July 24th, & Swatow
28th, General—Jardine, Matheson & Co.

CHONGHAI, British str., 1,418, W. E. Sawyer,
30th July—Probolinggo, Java 21st July,
Sugar—Jardine, Matheson & Co.

COURTESY, British str., 4,897, John Wiseman,
25th May—Moji 20th May, Coal—Mitsui
Bussan Kaisha.

DAKOTA, British str., 2,598, Ross, 24th July—
from San Francisco, Bulk Oil—Standard
Oil Co.

GLORIA, British str., 3,721, H. W. L. Holmer,
31st July—Vancouver B.C., July 2nd and
Shanghai 28th, General—C. P. R. Co.

GRANDAP APCAB, British str., 2,361, S. H.
Belton, 28th July—Moji 21st July, General—
David Sassoon & Co., Ltd.

INVERAN, British str., 2,355, Marshall, 30th
July—New Castle 11th July, Coal—
Arnold, Karberg & Co.

ITAKA, German str., 1,445, W. Vogeler, 28th
July—Chinkian 24th July, General—
Hamburg-Amerika Linie.

KATHARINE PARK, British str., 3,075, W. H.
Copp, 8th July—Callao via Yokohama and
Kobe 12th May, General—Toyo Kisen
Kaisha.

KIANGHAI, Chinese str., 1,222, H. Uddin, 31st
July—Wuhu and Chinkian 23rd July,
Rice—Chinese.

KONGSHAN, German str., 1,992, C. Rosiofsky,
30th July—Bangkok 19th and Hoihow
24th, Rice—Butterfield & Swire.

KWANGHAI, Chinese str., 1,455, R. Lincoln,
29th July—Shanghai 25th July, General—
Chinese.

LAETTES, British str., 1,340, H. C. Frampton,
25th July—Saigon 21st July, General—
Chinese.

LAIBAN, British str., 2,224, E. J. Tadd, 20th
July—Calcutta July 5th, and Singapore
15th, General—Jardine, Matheson & Co.

LEUNGKOW, British str., 1,215, H. Harder,
21st July—Newchwang 15th July, General—
Butterfield & Swire.

LOOSCH, German str., 1,629, G. Schultzer, 30th
July—Bangkok 23rd July, Rice—Butter-
field & Swire.

MANCHE, French str., 2,414, 24th July—Saigon
20th July, Rice—Messageries Maritimes.

MONGOLIA, American str., 2,750, H. E. Morton,
27th July—San Francisco 30th June, and
Shanghai 3rd July, Mail and General—
Pacific Mail Steamship Co.

NEBBET, Dutch str., 1,453, Westers, 29th July—
Port Bukom July 21st, and Saigon 24th,
Kerosene Oil—Asiatic Petroleum Co.

NINPO, British str., 1,348, E. Richard, 25th
July—Newchwang July 17th, and Chefoo
19th, General—Butterfield & Swire.

ROSTAD, Norwegian str., 897, E. Melson 30th
July—Haiphong 25th July, Rice and General
A. B. Marly.

STANDARD, Norwegian str., 894, H. N. Bull,
17th July—Singapore 10th July, General—
Wallam & Co.

SUNGHAI, British str., 987, G. H. Penne-
fether, 29th July—Cebu and Iloilo 24th
July, Sugar—Butterfield & Swire.

TAIYUAN, British str., 1,459, L. Dawson, 27th
July—Australia and Sydney 4th July,
General—Butterfield & Swire.

TAMING, British str., 1,348, A. Somerville,
31st July—Manila 25th July, General—
Butterfield & Swire.

YOSHOW, British str., 1,233, F. Northcombe,
25th July—Shanghai 24th July, General—
Butterfield & Swire.

SAILING VESSELS.

JUTEPOLIS, British ship, 2,481, Stewart, 6th
June—San Francisco 5th April, Case Oil—
Standard Oil Co.

KING GEORGE, British ship, 2,057, Tucker, 2nd
July—New York 12th March, Case Oil—
Standard Oil Co.

Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.AGENTS
SIEMSEN & CO.,
HONGKONG.MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 1.
Extreme Length... 723 feet.
Length on Blocks... 714
Width of Entrance on Top... 64
Width of Entrance on Bottom... 58
Water on Blocks at Spring Tide 34

DOCK No. 2.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 58
Width of Entrance on Bottom... 57
Water on Blocks at Spring Tide 34

DOCK No. 3.
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 65
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP.
Suitable for vessels up to 1,000
TONS.

LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK OF MATERIALS
always kept on hand.

The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

VISITORS TO OANTON.
Should approach
FROM HONGKONG TO CANTON.

BY THE PEARL RIVER.
BY
CAPTAIN C. V. LLOYD (S.S. "FATHAN")
With Illustrations, Maps and Plans.
Price... \$1.50

On Sale at—
Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH,
Messrs. W. BREWER & CO.,
Canton: Messrs. A. J. WATSON & Co.

Hongkong, 4th October, 1903.

POST OFFICE NOTICE

To-day, being a Bank Holiday, the Post Office will be open for one hour i.e. from 8 till 9 a.m. There will be a collection and a delivery of letters as on Sundays.

The Money Order Office will be entirely closed. In the event of the arrival of French mail from Europe, the Post Office will be open for one hour for the delivery thereof.

The Yarra, with the French mail of the 3rd July, left Saigon on Friday, the 31st July, at 7 a.m. and may be expected here to-day, at daylight. This packet brings replies to letters despatched from Hongkong on the 2nd June.

The Delhi, with the English mail of the 10th July left Singapore on Friday, the 31st July, at 6.30 p.m. and may be expected here on or about Wednesday, the 5th instant, at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 9th June.

FOR	PER	DATE
Haitian and Pakhoi	Monday, 3rd, 9.00 A.M.	
San Francisco	Monday, 3rd, 9.00 A.M.	
Sourabaya	Monday, 3rd, 9.00 A.M.	
Singapore	Monday, 3rd, 9.00 A.M.	
Shanghai	Monday, 3rd, 9.00 A.M.	
Amoy and Chinkiang	Monday, 3rd, 9.00 A.M.	
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Monday, 3rd, 9.00 A.M.	
Macao	Monday, 3rd, 9.00 A.M.	
Singapore, Penang and Calcutta	Monday, 3rd, 9.00 A.M.	

EUROPE, &c., India via Taticorin. Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Amoy, Manila, Cebu and Mallo	Tuesday, 4th, 1.00 P.M.
Bangkok	Tuesday, 4th, 1.00 P.M.
Swatow, Amoy and Kowloon	Tuesday, 4th, 1.00 P.M.
Shanghai, Yokohama, Kobe and Moji	Tuesday, 4th, 1.15 P.M.
Yokohama, Kobe and Tientsin	Tuesday, 4th, 1.15 P.M.
Manila	Tuesday, 4th, 3.00 P.M.
Shanghai	Tuesday, 4th, 3.00 P.M.
Hankow, Pakhoi and Haiphong	Tuesday, 4th, 3.00 P.M.
Kuohinetsu, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Tuesday, 4th, 5.00 P.M.
Singapore, Penang and Colombo	Tuesday, 4th, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Tuesday, 4th, 5.00 P.M.
Tientsin	Tuesday, 4th, 5.00 P.M.
Macao	Tuesday, 4th, 5.00 P.M.
Shanghai	Tuesday, 4th, 5.00 P.M.
Batavia, Charbon, Samarang, Soerabaya and Macassar	Tuesday, 4th, 5.00 P.M.
Amoy and Shanghai	Tuesday, 4th, 5.00 P.M.
Macao	Tuesday, 4th, 5.00 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle	Tuesday, 4th, 5.00 P.M.
Macao	Tuesday, 4th, 5.00 P.M.
Manila	Tuesday, 4th, 5.00 P.M.
Shanghai	Tuesday, 4th, 5.00 P.M.
Victoria and Vancouver	Tuesday, 4th, 5.00 P.M.

SPANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Macao, Penang and Bombay. Singapore, Penang and Colombo.

THE VALUE OF CLARET

AS A HEALTH GIVING DAILY BEVERAGE HAS OFTEN BEEN INSISTED UPON BY THE MEDICAL PROFESSION.

D. R. KING, CHAMBERS, the well-known authority on diet, has pronounced the verdict that "AS A REGULAR BEVERAGE FOR HEALTHY PERSONS THERE IS NO WINE ON THE ENGLISH MARKET EQUAL TO CLARET."

Therefore every lover of Claret should see that they get the right wine and not a wine that is subjected to a good deal of unscrupulous faking, and imposed upon consumers as genuine. We confidently recommend to our Customers our SUPERIOR ST. JULIEN Claret, bottled and guaranteed by Messrs. BOURN FAKES, one of the most reliable firms in Bordeaux dealing in Red Wines, to be the genuine produce of the Grapes. This Wine, for its price, will compare most favourably with locally bottled low grade wine in body, quality and flavour.

PER DOZEN BOTTLES \$6.25
PER DOZEN QUARTS \$10.50

SAMPLES ON APPLICATION TO

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 23rd July, 1903.



FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water, as well as for Protection of all exposed Woodwork.

USE ONLY
KENNON'S TEREDO-PROOF
AND
WOOD-ARMOR PAINT

a peerless Wood Preservative and insublime Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-Bore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information, apply to

GEORGE ROESE, (Roese Brothers) Swatow.

General Agents for the Ea

1547

Quotations at	August 1st
Malwa New	... \$910 per picul.
Malwa Old	... \$900 "
Malwa Older	... \$880 "
Malwa Very Old	... \$1000 "
Ceylon fine quality	... \$900 "
Ceylon extra fine	... \$970 "
Patna New	... \$1077 1/2 per chest.
Patna Old	...
Bona New	... \$1030 "
Roanoke Old	...

STEAMERS PASSED THE CANAL.

July 31st	August 1st
Amoy, 3rd, 9.00 A.M.	
San Francisco, 3rd, 9.00 A.M.	
Sourabaya, 3rd, 9.00 A.M.	
Singapore, 3rd, 9.00 A.M.	
Shanghai, 3rd, 9.00 A.M.	
Amoy and Chinkiang, 3rd, 9.00 A.M.	
Manila, 3rd, 9.00 A.M.	
Shanghai, 3rd, 9.00 A.M.	
Hankow, 3rd, 9.00 A.M.	
Kuohinetsu, 3rd, 9.00 A.M.	
Tacoma, 3rd, 9.00 A.M.	
Singapore, 3rd, 9.00 A.M.	
Nagasaki, 3rd, 9.00 A.M.	
Tientsin, 3rd, 9.00 A.M.	
Macao, 3rd, 9.00 A.M.	
Shanghai, 3rd, 9.00 A.M.	
Batavia, 3rd, 9.00 A.M.	
Amoy and Shanghai, 3rd, 9.00 A.M.	
Macao, 3rd, 9.00 A.M.	
Manila, 3rd, 9.00 A.M.	
Shanghai, 3rd, 9.00 A.M.	
Victoria and Vancouver, 3rd, 9.00 A.M.	

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

August 1st.
Telegraphic Transfer 1/4
Bank Bills, on demand 1/4
Bank Bills, at 30 days sight 1/4
Bank Bills, at 60 days sight 1/4
Credit, at 4 months sight 1/4
Documentary Bills 4 months sight 1/4
ON LONDON
Bank Bills, on demand 225
Credit, at 4 months sight 225
ON GERMANY
Bank Bills, on demand 182 1/2
Credit, at 4 months sight 182 1/2
ON NEW YORK
Bank Bills, on demand 43 1/2
Credit, at 60 days sight 44 1/2
ON HONGKONG
Telegraphic Transfer 135
Bank, on demand 135 1/2
ON SHANGHAI
Telegraphic Transfer 125
Bank, on demand 125 1/2
ON SINGAPORE
Bank, at sight 74 1/2
Private, 30 days sight 75 1/2
ON YOKOHAMA
Bank, at sight 87 1/2
Private, 30 days sight 88 1/2
ON MANILA
Bank, at sight 77 1/2
Private, 30 days sight 78 1/2
ON BATAVIA
Bank, at sight 94 1/2 p.m.
Private, 30 days sight 95 1/2 p.m.
ON HONGKONG
Bank, at sight 110 1/2
Private, 30 days sight 111 1/2
ON SINGAPORE
Bank, at sight 110 1/2
Private, 30 days sight 111 1/2
ON YOKOHAMA
Bank, at sight 110 1/2
Private, 30 days sight 111 1/2
ON MANILA
Bank, at sight 110 1/2
Private, 30 days sight 111 1/2
ON BATAVIA
Bank, at sight 110 1/2
Private, 30 days sight 111 1/2

SUBSIDIARY COINS.

Chinese 20 cents pieces	... 83 1/2 discount.
Hongkong 20 "	... 85 "
" 10 "	... 87 1/2 "

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. Yarra with the French Mail of the 4th ult. and Mails from London of the 4th ult. left Saigon on Friday, the 31st ult. at 7 a.m. and may be expected to arrive here this morning and will leave for Shanghai and Japan on the same afternoon.
THE CANADIAN MAIL.
The C.P.B. str. Empress of India left Vancouver on the 15th ult. p.m. for Hongkong via the usual ports of call.
THE AMERICAN MAIL.
The new T.K.K. str. Tokyo Maru sailed from Yokohama on the 30th ult. and will be due to arrive at Hongkong on the 10th inst.
THE INDIAN MAIL.
The Indo-China str. Poona left Calcutta for this port via the Straits on the 29th ult. and may be expected here on or about 14th inst.
THE GERMAN MAIL.
The I.G.M. str. Manila left Sydney on the 30th ult. p.m. and may be expected here on or about the 21st inst.
THE BRITISH MAIL.
The Ben Loe str. Bengala from Antwerp and London left Singapore on 31st ult. for this port. The C.P.B. str. Empress of India left Vancouver on the 15th ult. p.m. for Hongkong via the usual ports of call.

VISITORS AT HOTELS.

HONGKONG HOTEL.	THE EASTERN HOTEL.
Mr. P. B. Adams	Mr. A. V. Laidbergh
Mr. C. F. Farnes	Miss K. A. Massey
Mr. H. G. Battiscombe	Mr. G. C. McIntosh
Mr. H. Benson	Dr. G. W. McKean
Dr. G. D. B. Black	Mr. G. W. McKean
Mr. B. Blumenthal	Mr. and Mrs. J. H. N. Mody
Mr. A. B. Blunn	Master F. E. Mody
Mr. F. Bonnet	Master J. E. Mody
Mr. T. Brayfield	Master W. B. A. Mody
Mr. W. C. Bunker	Mr. J. de Bussiere
Mr. S. G. de Bussiere	Mr. J. de Bussiere
Mr. J. H. L. Campbell	Mr. J. H. L. Campbell
Mr. A. Carter	Mr. J. H. L. Campbell
Mr. H. E. Colvin	Mr. J. H. L. Campbell
Mr. H. L. Condon	Mr. J. H. L. Campbell
Capt. W. H. Copp	Mr. J. H. L. Campbell
Mrs. W. H. Copp	Mr. J. H. L. Campbell
Miss Copp	Mr. J. H. L. Campbell
Mrs. M. Courtney and child	Mr. J. H. L. Campbell
Mrs. H. G. Cox	Mr. J. H. L. Campbell
Mr. A. H. Crook	Mr. J. H. L. Campbell
Mr. E. W. Day	Mr. J. H. L. Campbell
Mr. F. Eron	Mr. J. H. L. Campbell
Mrs. J. Fennick and son	Mr. J. H. L. Campbell
Mr. Deumman Fuller	Mr. J. H. L. Campbell
Mr. S. J. Fuller	Mr. J. H. L. Campbell
Capt. T. A. Hall	Mr. J. H. L. Campbell
Mr. R. Harding	Mr. J. H. L. Campbell
Mr. G. V. Hayes	Mr. J. H. L. Campbell
Mr. and Mrs. F. B. Helm	Mr. J. H. L. Campbell
Mr. F. A. Heron	Mr. J. H. L. Campbell
Capt. R. Innes	Mr. J. H. L. Campbell
Mr. K. Inoue	Mr. J. H. L. Campbell
Mr. C. Kung	Mr. J. H. L. Campbell
Mr. A. L. L. L.	Mr. J. H. L. Campbell
Mr. W. P. Lewis	Mr. J. H. L. Campbell
Mr. A. C. Little	Mr. J. H. L. Campbell
Capt. Lindbergh	Mr. J. H. L. Campbell
KING EDWARD HOTEL.	THE EASTERN HOTEL.
Mr. and Mrs. Bates	Mr. F. H. Marburg
Mr. F. E. Butcher	Mr. H. Minton
Miss W. B. Butt	Mr. D. M. Nicholson
Mr. and Mrs. R. G. H. Col	Mr. H. Oishi
Mr. G. H. Corso	Capt. and Mrs. T. I. Owen
Mr. W. C. Drew	Mrs. W. C. Passmore
Miss E. A. Freney	Mr. E. Pond
Miss J. Gault	Miss John Pratt
Mr. G. A. Glasdon	Mr. Con Shea
Miss M. Heard	Mrs. A. G. Smith
Mrs. F. A. Kelley	Mr. A. J. de Souza
Mr. J. Knott	Mr. D. V. Stevenson
Capt. F. Kofod	Mr. E. Sargent
Mr. F. W. Livingston	Mr. Charles Thorn
Mr. and Mrs. C. W. Longest	Mr. and Mrs. H. M. Tibbey
Miss K. A. Loyd	Mrs. Williamson and child
Dr. Mahlo	Mr. Zach
KING EDWARD HOTEL.	THE EASTERN HOTEL.
Mr. E. Arndt	Mr. W. S. Canning
Mr. C. O. Barker	Mr. K. Freund
Miss Barker	Mr. E. H. H. H.
Miss A. Barker	Mr. S. J. Holland
Miss W. Barker	Mr. H. H. H.
Miss P. Baum	Mr. F. H. J. Conkhead
Dr. M. B. Bellis	Mr. H. W. Keary
Mr. F. B. Bingham	Mr. E. A. Koster
Mr. and Mrs. Norman	Miss L. V. Langstaff
Mr. and Mrs. Norman	Miss L. V. Langstaff
Kapitanian A. B. Boda	Mr. T. de Meester
Mr. and Mrs. C. T. Briggs	Mr. and Mrs. M. Moore
Mr. O. B. Carr	Miss J. N. Nicholls
Mr. and Mrs. W. L. Carter	Mr. William North
Miss Case	Miss Ober
Mr. J. L. Connor	Mr. G. Sachs
Mr. and Mrs. A. B. Cragge	Mr. B. B. Williams
Mr. C. Crickbank	

JOINT STOCK SHARES.

HONGKONG, AUGUST 1st.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Rs. 200	Nominal.
Bank		
Hongkong & Shanghai	\$125	\$770.
National B. of China	28	\$61, buyers
Bell's Assurance Co.	125	6d. 7/8, sellers
China Borneo Co.	112	\$107, sellers
China Light & P. Co.	101	\$67, sellers
China Provident	110	\$97, buyers
Cotton Mills		
Euro.	115	60.
Hongkong	110	111.
International	115	75.
Laon King Mow	110	75.
Seychelle	110	75.
Dairy Farm	65	\$19, sales & b.
Docks and Wharves	150	\$47, sellers
H. & K. Wharf & G.	150	\$105, buyers
New Amoy Dock	150	\$94, sellers
Shanghai Dock	110	100.
Shai & H. Wharf	110	100.
Fenwick & Co., Geo.	125	\$12, sellers
Green Island Cement	110	\$107, sellers
Hongkong & C. Gas	110	\$185.
Hongkong Electric	110	\$104, buyers
Hongkong Hotel Co.	110	\$25, buyers
Hongkong Ice Co.	110	\$25, buyers
H.K. Milling Co., Ltd.	110	Nominal.
In Liquidation	110	\$24, sellers
Hongkong Rope Co.	110	\$24, sellers
INSURANCES.		
Canton	\$50	\$220, sellers
China Fire	\$20	\$220, sellers
China Traders	\$25	\$220, buyers
Hongkong Fire	\$50	\$220, buyers
North China	\$25	\$175, buyers
Union	\$50	\$175, buyers
Yangtze	\$50	\$175, buyers
Land and Building.		
Hongkong Land	\$100	\$94, x.d.
Hongkong Estate	\$100	\$107, sellers
Kowloon Land & B.	\$100	\$107, sellers
Shanghai Land	\$100	\$110, x.d.
West Point Building	\$100	\$107, x.d.
Mining.		
Charbonnages	Rs. 260	\$580, buyers
Rubis	18/10	\$7.
Peak Tramways	\$1	\$14.
Philippines Co.	\$10	\$5, sellers
Refineries.		
China Sugar	\$100	\$180, sellers
Liaison Sugar	\$100	\$180.
Steamship Companies.		
China and Manila	\$25	\$15, sellers
Douglas Steamship	\$25	\$15.
H. Canton & M.	\$25	\$15, sellers
Indo-China S.N. Co.		
Shell Transport Co.	45	\$121, sellers
Star Line	45	\$121, sellers
Do, New	\$5	\$15, sales
South China M. Post.		
Steam Laundry Co.	\$25	\$23.
Stores & Dispensaries.		
Campbell & Co.	\$10	\$107, sellers
Powell & Co., Wm.	\$10	\$5, sellers
Watkins	\$10	\$5.
Watson & Co., A. B.	\$10	\$29, sales
Weissman, Ltd.	100	\$165, buyers
United Asbestos		
Do. Founders	\$4	\$13, buyers
Do. Founders	\$10	\$240, buyers
Union Waterboat Co.	\$10	\$107.

VISITORS AT HOTELS.

VERNON & SONS

HONGKONG TIDE TABLE.

From August 3rd to 9th, 1908.

		HIGH WATER.			LOW WATER.		
Winds.	Day of Month.	Hongkong Mean Time.	Height.		Hongkong Mean Time.		
W.	3	h. m.	ft. in.		h. m.		
		1 18	4 5		6 7		
	4	0 19	5 7		7 18		
	5	1 14	5 7		8 19		
	6	1 6	5 8		8 11		
	7	1 17	5 5		8 18		
	8	2 0	5 0		9 11		
	9	2 3	4 4		10 7		
	10	2 30	3 8		10 27		
	11	2 54	2 11		11 10		
	12	3 25	1 0		12 0		
	1	4 0	0 0		1 05		
	2	4 55	0 7		1 57		
	3	5 47	1 0		2 50		
	4	6 34	1 9		3 30		

HONGKONG METEOROLOGICAL REGISTER.

Royal Observatory, August 2nd.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Thermometer	29.87	29.75	29.75
Barometer	30.0	30.0	30.0
Humidity	76	60	60
Direction	E	E	E
Force	8	4	4
Weather	c	od	od
Remarks	—	0.23	—

Highest open air Temperature on list

Lowest open air Temperature on list

MESSRS. FALCONER & CO.'S REGISTER.

August 1st.

Thermometer 9 A.M. 29.76	Therm. (Wetbulb) 29.76
Thermometer 1 P.M. 29.73	Therm. (Wetbulb) 29.73
Thermometer 4 P.M. 29.71	Therm. (Wetbulb) 29.71
Thermometer 9 A.M. 82	Therm. Maximum 82
Thermometer 1 P.M. 82	Therm. Minimum 82
Thermometer 4 P.M. 84	Therm. Minimum night 84

PASSENGERS.

ARRIVED.

Per *Hatting*, from Poohoon, Mrs. So

Miss Leggo, and Mr. Knott.

DEPARTED.

Per *Rubi*, for Manila, Mr. and Mrs. F.

Mr. and Mrs. E. J. Winston, Mr. and Mrs.

Mr. and Mrs. R. B. Baldwin, Mrs. R.

Mr. and Mrs. C. S. Shea, A. J. de Souza, S. R.

Enbani, E. E. Barr, A. H. Segrar,